

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2015 Washington County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets"¹ policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

2.1 Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Albemarle RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local

¹ For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>

governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Recommended improvements shown on the CTP map represents an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act² (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data in the NEPA/SEPA process.

2.2 Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

²For more information on SEPA, go to: <http://www.doa.nc.gov/clearing/faq.aspx>.

HIGHWAY

US 64 Proposed improvements from Washington Street (SR 1357) to East Main Street (SR 1325)

**Local ID: WASH0001-H
Last updated: 2/5/2015**

Identified Problem

US 64 is projected to be near capacity by 2040 from Washington Street (SR 1357) to East Main Street (SR 1325). Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

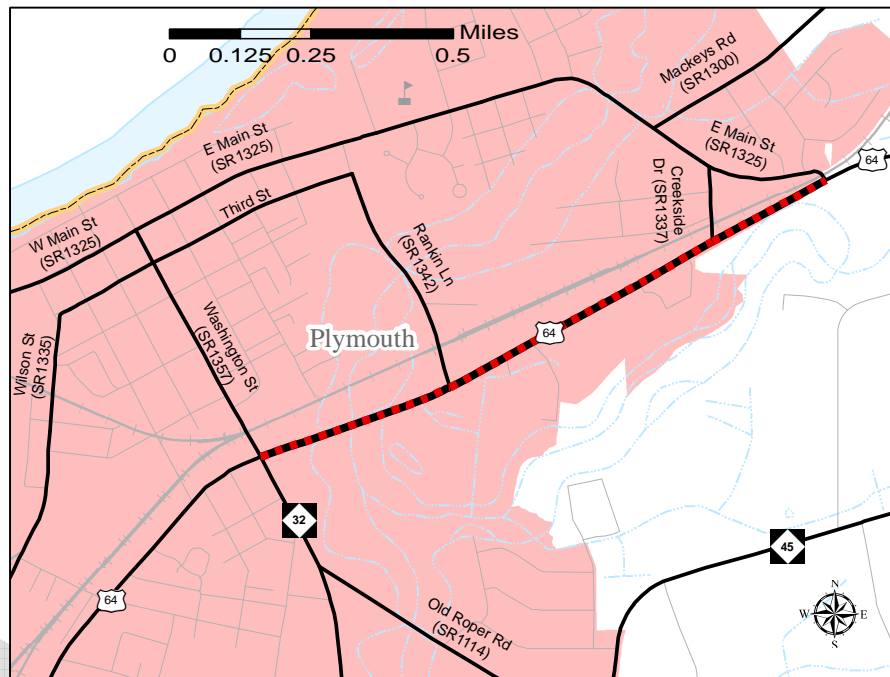
US 64 is the only continuous east-west corridor through Washington County, connecting Plymouth, Roper and Creswell. US 64 also connects Washington County to the Outer Banks to the rest of the State. The US 64 corridor is vital to regional and statewide mobility and connectivity throughout the state. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility. US 64 is also a designated hurricane evacuation route in Washington County.

US 64 from Washington Street (SR 1357) to East Main Street (SR 1325) is currently a five lane facility with 12 foot lanes and center turn lane. By 2040 the facility is projected to be near capacity based on the providing a LOS D. The Annual Average Daily Traffic (AADT) on US 64 is projected to increase in range from 18,000 to 21,000 vehicles per day (vpd) in 2014 to a range of 24,200 to 28,500 vpd in 2040, compared to a LOS D capacity of 29,900 vpd.

Community Vision and Problem History

US 64 provides access to downtown Plymouth and also connects to Outer Banks. Given the total economic impact that the businesses along US 64 provide to the community, the community envisions that any improvement that takes place along the corridor should also preserve and enhance its economic vitality.

This is the first time this deficiency has been identified on a transportation plan.



CTP Project Proposal

Project Description and Overview

The CTP project proposal (WASH0001-H) is to improve US 64 to boulevard standards from Washington Street (SR 1357) to East Main Street (SR 1325), by converting the existing five lane facility into a four lane median divided facility with turn bays at major intersections. Sidewalks and a multi-use path are also recommended along this facility.

A crash assessment performed during the development of the CTP identified two intersections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The intersections at US 64 and NC 32 as well as US 64 and Rankin Lane (SR 1342) each experienced 10 to 19 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

This section of US 64 has many driveways. The largest segments of commercial development can be found along the US 64 corridor. The current land use along US 64 is mixed use development, which includes a broad array of gas stations, motels, small retail, dining franchises, car dealerships, and several maintenance shops. The Washington County Hospital is also located along this section of US 64 just west of Creekside Drive.

The Future Land Use Map (FLUM) from the 2009 Washington County Coastal Area Management Act (CAMA) Plan categorizes this corridor as commercial/commercial corridor.

Linkages to Other Plans and Proposed Project History

The US 64 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is within national wetland inventory, landscape habitat indicator guilds and natural heritage element occurrence areas. It also crosses several streams. The Washington County Hospital is also located along this section of US 64 just west of Creekside Drive.

Multi-modal Considerations

There are recommendations for a sidewalk and a multi-use path along this section of US 64.

Public/ Stakeholder Involvement

Improvements to US 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted for this study. Respondents ranked US 64 as their number one concern on the following issues: safety, truck traffic, congestion and access. Additionally, US 64 was identified as desirable for providing bicycle and pedestrian facilities.

DRAFT

NC 32 Connector, TIP No: R-3620

NC 32 is a major north-south corridor through Washington County that currently passes through downtown Roper. The 2012 – 2018 TIP includes project R-3620 that will connect NC 32/94 to US 64 east of Roper, providing a direct connection between the two facilities to better facilitate travel both within and through Washington County.

The NC 32 connector is proposed to be constructed a major thoroughfare with 12 foot lanes on new location from NC 32/94 to Beasley Road (SR 1139) and improve Beasley Road (SR 1139) to 12 foot lanes from the proposed connector to US 64.

This project is currently under construction. For additional information about this project, including the Purpose and Need, contact NCDOT's Division 1 office.

Proposed Newland Road Connector, TIP No: R-4909

There is currently a grade separation on US 64 at Newland Road (SR 1126) and there is no direct access to US 64 from Newland Road (SR 1126). Currently, US 64 can only be accessed by traveling through downtown Roper from Newland Road (SR 1126). When travelling north along Newland Road (SR 1126) from the southeastern part of the county, the only way to access US 64 is to travel into Roper, turn west onto NC 32 then go back south using Railroad Street (SR 1175) and Mill Pond Road (SR 1125) to access the US 64 interchange. Improvements are needed for improved mobility and connectivity in this area of the county.

A minor thoroughfare with 12 foot lanes is proposed on new location from Newland Road (SR 1126) to East Millpond Road (SR 1125). There are several logging industries located on Newland Road (SR 1126) south of US 64. Currently, trucks using Newland Road (SR 1126) have to go through downtown Roper to access US 64. The proposed connector will provide the direct access to US 64 and remove the truck traffic from the downtown area.

This project is not funded within the 2012 – 2018 State Transportation Improvement Program (STIP). For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

NC 45 Realignment, Local ID: WASH0002-H

NC 45 is a major north-south thoroughfare serving western Washington County. South of Plymouth NC 45 and Morrattock Road (SR 1106) currently end approximately 600 feet apart. Improvements are needed to increase mobility in this area of the county.

The proposed realignment of NC 45 and Morrattock Road (SR 1106) will eliminate the sharp turn and improve the intersection geometry. This roadway serves an industrial and residential area. By providing the continuity between NC 45 and Long Ridge Road (SR 1100), the proposed improvements will also function as an alternate route to the US 64 corridor through Plymouth.

Based on a planning level environmental assessment using available GIS data, the proposed project is within a Natural Heritage Element Occurrence area.

This project recommendation was identified in the 2001 Washington County Thoroughfare Plan.

Rankin Lane (SR 1342) Realignment, Local ID: WASH0003-H

Rankin Lane (SR 1342) provides a vital connection between downtown Plymouth and the US 64 corridor. Plywood Road is a local road with river access. Rankin Lane (SR 1342) and Plywood Road currently end about 400 feet apart at East Main Street (SR 1325), forming an offset intersection. Improvements are needed to increase mobility in this area.

The 2009 Washington County CAMA Land Use Plan identifies the area along the Plywood Road as downtown waterfront mixed use. Washington County indicated that there is a proposal for an industrial development at the end of Plywood Road with the river access. Plywood Road also provides access to Plymouth High School. The property at the intersection of the East Main Street (SR 1325) and Rankin Lane (SR 1342) on southeast corner is owned by Washington County.

The proposed project is to realign Rankin Lane (SR 1342) to tie into East Main Street (SR 1325) at Plywood Road. The realignment of Rankin Lane (SR 1342) will eliminate the offset and improve the intersection geometry.

Based on a planning level environmental assessment using available GIS data, the proposed project is within a Natural Heritage Element Occurrence area. It may also potentially impact residential properties in the immediate vicinity.

Rankin Lane (SR 1342) Southern Extension; Local ID: WASH0004-H

US 64 is a major east-west corridor through Washington County, connecting Plymouth and Roper to the eastern and western parts of the county and also connects the Outer Banks to the rest of the State. NC 45 is a major thoroughfare serving the southeastern portion of Plymouth area. There is currently no direct connection between NC 45 and downtown Plymouth. Improvements are needed to enhance mobility and connectivity in the southeastern Plymouth.

Currently, Old Roper Road (SR 1114) and NC 32 must be used to access US 64 and downtown Plymouth from NC 45. A crash assessment performed during the development of the CTP identified the intersection at US 64 and NC 32 as experiencing a high number of crashes between January 1, 2007 and December 31, 2011. The intersection experienced 10 to 19 crashes during this period.

Rankin Lane (SR 1342) provides a vital connection between downtown Plymouth and the US 64 corridor. The project proposal is to extend existing Rankin Lane (SR 1342) as a two lane minor thoroughfare with 12 foot lanes on new location from US 64 to NC 45. Extending the roadway to NC 45 will provide a direct connection from NC 45 to

downtown Plymouth. This will also help to alleviate congestion and improve safety at the US 64/NC 32 intersection.

Based on a planning level environmental assessment using available GIS data, the proposed project crosses several streams and wetlands as well as impacts N.C. Coastal Region Evaluation of Wetland Significance areas, Landscape Habitat Indicator Guilds and Natural Heritage Element Occurrence areas.

This project recommendation was identified in the 1971 Plymouth Thoroughfare Plan and 2000 Plymouth Thoroughfare Plan.

Plymouth Airport Road (SR 1195) Extension; Local ID: WASH0005-H

The Plymouth Municipal Airport is located on Plymouth Airport Road (SR 1195) south of Morrattock Road (SR 1106). Currently, there is no direct access to airport from US 64. From US 64 in Plymouth, the airport can be accessed by traveling south on Long Ridge Road (SR 1100), east on Morrattock Road (SR 1106) then south on Plymouth Airport Road (SR 1195); or from NC 32 (Washington Street) south then west on Morrattock Road (SR 1106) and south on Plymouth Airport Road (SR 1195). Improvements are needed to increase mobility and access to the airport.

Plymouth Municipal Airport is a county owned, public use airport located south of the central business district of Plymouth. It is classified as a general aviation airport. For the 12 month period ending December 2014, the airport had estimated 12,410 aircraft operations, an average of 34 per day: 82% general aviation, 16% military, and 2% air taxi.

The Washington County Emergency Operations Plan lists the Plymouth Municipal Airport as designated County Receiving and Distribution Center (CDRC). US 64 is designated as an evacuation route. The proposed roadway will provide direct access to the municipal airport from US 64.

The project proposal is to construct a two lane minor thoroughfare with 12 foot lanes on new location from US 64 and to the existing Plymouth Airport Road (SR 1195) at Morrattock Road (SR 1106).

Based on a planning level environmental assessment using available GIS data, the proposed project crosses one canal and is within Natural Heritage Element Occurrence areas.

Minor Widening Improvements

The following routes are not expected to exceed capacity, but were identified as candidates for upgrading to NCDOT design standards. All facilities listed are recommended to have a minimum of 12 foot lanes with paved shoulders in order to improve mobility, safety and/or to accommodate bicycles. Additionally, some facilities may require improvements to the vertical and/or horizontal alignment. Implementation of the proposed projects should be coordinated through NCDOT's Highway Division 1

office (reference Appendix A for contact information).

- **NC 32 (Washington Street), WASH0006-H:** from Morrattock Road (SR 1106) to US 64
- **NC 45, WASH0007-H:** from the proposed NC 45 realignment (0.1 miles east of NC 32) to US 64
- **Alligood Road (SR1310), WASH0008-H:** from NC 94 to Davenport Forks Road (SR 1303)
- **Back Road (SR1142), WASH0009-H:** from Meadow Lane (SR 1142) to Benson Road (SR 1304)
- **Benson Road (SR1304), WASH0010-H:** from Back Road (SR 1142) to US 64
- **Long Ridge Road (SR1100), WASH0011-H:** from Morrattock Road (SR 1106) to US 64
- **Morrattock Road (SR1106), WASH0012-H:** from Long Ridge Road (SR 1100) to NC 32/45
- **Newland Road (SR1126), WASH0013-H:** from E Buncombe Street (SR 1122) to Weston Road (SR 1126)
- **Old Roper Road (SR1114), WASH0014-H:** from NC 32 to NC 45
- **Thirty Foot Canal Road (SR 1160), WASH0015-H:** from Lake Shore Road (SR 1166) to Spruill Bridge Road (SR 1142). Bicycle accommodations are also recommended along this facility.

PUBLIC TRANSPORTATION AND RAIL

During the development of the CTP, the CTP steering committee and Riverlight Transit, Washington County's community transportation program, proposed a fixed deviated route transportation service connecting the towns of Plymouth, Roper and Creswell. Potential locations for park-and-ride lots were identified in Plymouth, Roper, Pea Ridge and Creswell. Final locations would be subject to agreements with towns, property owners, etc.

These facilities are shown on the Public Transportation and Rail Map, Sheet 3 of Figure 1. There are no rail projects proposed in this CTP.

- **WASH0001-T: Fixed Deviated Route (Plymouth-Roper-Creswell)**

The proposed route will use the following facilities from Plymouth to Creswell:

- East Main Street (SR 1325) – From the Adams Street (SR 1325) Park-and-Ride lot in Plymouth to US 64
- US 64 – From East Main Street (SR 1325) to NC 32
- NC 32 – From US 64 to NC 94
- NC 94 – From NC 32 to Alligood Road (SR 1310)
- Alligood Road (SR 1310) – From NC 94 to Sixth Street (SR 1310)
- Sixth Street (SR 1310) – From Alligood Road (SR 1310) to east Main Street (SR 1142)

- Park-and-Ride locations:
 - **WASH0002-T**: 103 East Water Street, Plymouth
 - **WASH0003-T**: Downtown Roper
 - **WASH0004-T**: Pea Ridge Civic Center
 - **WASH0005-T**: Downtown Creswell

BICYCLE

The 2013 Albemarle Regional Bicycle Plan and 2013 North Carolina Statewide Pedestrian and Bicycle Plan (WalkBikeNC) were used to identify bicycle routes throughout the county. These facilities are shown on the Bicycle Map, Sheet 4 of Figure 1.

Additionally, during the development of the CTP, the following bicycle improvements were recommended:

- **Roosevelt Avenue (SR 1108), WASH0001-B**: from West Avenue to NC 32 (South)
- **Thirty Feet Canal Road (SR 1160), WASH0015-H**: from Lake Shore Road (SR 1166) to Tom Pepper Road (SR 1161), south of Creswell. This improvement will provide access for bicyclists to both the Summerset Place State Historic Site and Pettigrew State Park.

PEDESTRIAN

The 2013 Albemarle Regional Bicycle Plan was used to identify multi-use trails throughout the county. These features are shown on the Pedestrian Map, Sheet 5 of Figure 1. In addition, the following facilities are recommended to have sidewalks for pedestrians:

Sidewalks - Recommended (Sidewalks needed on one side of a facility):

Town of Creswell:

- **East Main Street (SR 1142), WASH0001-P**: from Sixth Street (SR 1310) to Fifth Street
- **West Main Street (SR 1142), WASH0002-P**: from Smithson Canal to Seventh Street
- **West Middle Street, WASH0004-P**: from South Seventh Street to South Sixth Street
- **South Sixth Street, WASH0003-P**: from dead end to Middle Street

Town of Plymouth:

- **US 64, WASH0001-H**: from Washington Street (SR 1357) to Rankin Lane (SR 1342)

- **US 64, WASH0005-P:** from Anne Street to Washington Street (SR 1357)
- **Albemarle Drive, WASH0006-P:** from dead end to US 64
- **Commodore Drive, WASH0007-P:** from dead end to Albemarle Drive
- **South Crescent Drive, WASH0008-P:** from Somerset Drive to US 64
- **West Main Street (SR 1325), WASH0009-P:** from West Water Street to Wilson Street
- **Madison Street, WASH0010-P:** from Eighth Street to East Third Street (SR 1335)
- **Monroe Street, WASH0011-P:** from West Third Street (SR 1335) to West Water Street
- **Pembroke Circle, WASH0012-P:** from Monroe Street (West) to Monroe Street (East)
- **Somerset Drive, WASH0013-P:** from Albemarle Drive to South Crescent Drive
- **Southfield Drive, WASH0014-P:** from Ausbon Drive (SR 1210) to dead end
- **West Water Street, WASH0015-P:** from West Main Street (SR 1325) to Jefferson Street
- **Washington Street (SR 1357), WASH0016-P:** from US 64 to Adams Street

Town of Roper:

- **Boush Street, WASH0017-P:** from South Railroad Street (SR 1175) / East Mill Pond Road (SR 1125) to John Street and 0.1 miles south of West Buncombe Street (SR 1122) to West Buncombe Street (SR 1122)
- **Fountain Of Life Boulevard, WASH0018-P:** from Avenue of Faith to NC 32
- **West Buncombe Street (SR 1122), WASH0019-P:** from 0.1 miles east of West Mill Pond Road (SR 1119) to 0.1 miles west Of Boush Street

Sidewalks- Needs Improvement (Sidewalks needed on both sides of a facility)

Town of Creswell:

- **Chesson Street, WASH0020-P:** from North Seventh Street to North Sixth Street
- **Eighth Street, WASH0021-P:** from West Main Street to Old Hwy 64 (SR 1219)
- **Fifth Street Extension, WASH0022-P:** from South Fifth Street to South Fourth Street
- **North Fifth Street, WASH0023-P:** from East Main Street (SR 1142) to East Palmetta Street
- **South Fifth Street, WASH0024-P:** from East Fifth Street Extension to East Main Street (SR 1142)
- **North Fourth Street, WASH0025-P:** from East Main Street (SR 1142) to East

Palmetta Street

- **South Fourth Street, WASH0026-P:** from East Fifth Street to East Main Street (SR 1142)
- **East Main Street (SR 1142), WASH0027-P:** from Fifth Street to North First Street (SR 1159) / Spruill Bridge Road (SR 1142)
- **West Main Street (SR 1142), WASH0016-P:** from Seventh Street to Sixth Street
- **West Main Street (SR 1142), WASH0028-P:** from Meadow Lane to Smithson Canal
- **East Middle Street, WASH0029-P:** from South Sixth Street to South Fourth Street
- **Old Hwy 64 (SR 1219), WASH0038-P:** from West of Eighth Street to St. David Road (SR 1158)
- **East Palmetta Street, WASH0030-P:** from Sixth Street (SR 1310) to First Street/ Eastern Town Limits
- **West Palmetta Street, WASH0031-P:** from Seventh Street to Sixth Street (SR 1310)
- **North Second Street, WASH0032-P:** from East Main Street (SR 1142) to East Palmetta Street
- **North Seventh Street, WASH0033-P:** from West Main Street (SR 1142) to Old Hwy 64 (SR 1219)
- **South Seventh Street, WASH0034-P:** from West Middle Street to West Main Street (SR 1142)
- **North Sixth Street (SR 1310), WASH0035-P:** from East Main Street (SR 1142) to Old Hwy 64 (SR 1219)
- **South Sixth Street, WASH0036-P:** from West Middle Street to West Main Street (SR 1142)
- **North Third Street, WASH0037-P:** from East Main Street (SR 1142) to East Palmetta Street

Town of Plymouth:

- **US 64, WASH0039-P:** from Wilson Street (SR 1335) to Anne Street and from Rankin Lane (SR 1342) to East Main Street (SR 1325)
- **NC 32, WASH0040-P:** from 0.4 miles south of Old Roper Road (SR 1114) to US 64
- **Adams St, WASH0041-P:** from Washington Street (SR 1357) to East Fourth Street
- **Ausbon Drive (SR 1210), WASH0042-P:** from Southfield Drive to Roosevelt Avenue (SR 1108)

- **Brinkley Avenue, WASH0043-P:** from Wilson Street (SR 1335) to Monroe Street
- **North Crescent Drive, WASH0044-P:** from East Main Street (SR 1325) to Logan Avenue
- **East Fourth Street, WASH0045-P:** from Washington Street (SR 1357) to Andrew Jackson Avenue
- **West Fourth Street, WASH0046-P:** from Wilson Street to Jefferson Street
- **Mackey's Road (SR 1300), WASH0047-P:** from East Main Street (SR 1325) to 0.1 miles east of Ridgeway Drive
- **East Main Street (SR 1325), WASH0048-P:** from Rankin Lane (SR 1342) to Albemarle Drive and from North Crescent Drive to US 64
- **Monroe Street, WASH0049-P:** from US 64 to Brinkley Avenue and from Fort Williams Street to West Third Street (SR 1335)
- **Monroe Street, WASH0051-P:** from West Avenue to US 64
- **Old Roper Road (SR 1114), WASH0050-P:** from NC 32 to NC 45
- **Rankin Lane (SR 1342), WASH0052-P:** from US 64 to East Third Street
- **Rankin Lane (SR 1342) Realignment, WASH0003-H:** from East Third Street to East Main Street (SR 1325)
- **Roosevelt Avenue (SR 1108), WASH0053-P:** from Ausbon Drive (SR 1210) to NC 32
- **East Third Street, WASH0054-P:** from Madison Street to Rankin Lane (SR 1342)
- **West Third Street (SR 1335), WASH0055-P:** from Wilson Street to Monroe Street
- **West Avenue, WASH0056-P:** from Wilson Street (SR 1335) to Roosevelt Avenue (SR 1108)
- **Wilson Street (SR 1335), WASH0057-P:** from US 64 to West Main Street (SR 1325)

Town of Roper:

- **NC 32, WASH0058-P:** from Knowles Road (SR 1121) at the western town limits to Newland Road (SR 1126) at the eastern town limits
- **East Buncombe Street (SR 1122), WASH0059-P:** from 0.1 miles east of Plume Street to Newland Road (SR 1126)
- **West Buncombe Street (SR 1122), WASH0060-P:** from Knowles Road (SR 1121) to 0.1 miles west of Boush Street
- **Knowles Road (SR 1121), WASH0061-P:** from West Buncombe Street (SR 1122) to NC 32
- **North Railroad Street (SR 1209), WASH0062-P:** from dead end (North

Railroad Street) to Buncombe Street (SR 1122)

- **South Railroad Street (SR 1175), WASH0063-P:** from Buncombe Street (SR 1122) to Boush Street

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